Grace Crunican, Director

From the Director

SDOT began 2005 on the express bus. We kicked off construction on major projects; hired several new leaders; held public forums; were selected for an international award; contributed to the City of Seattle Comprehensive Plan; and fine-tuned our operations, services and major project plans. You'll find more details about these accomplishments in this report; however, I'd like to highlight a few noteworthy efforts.

SDOT began construction on the Lake City Way Multi-Modal project in January. As the project broke ground, the work schedule was revised to accommodate the community's summer festivities. Designed to improve traffic flow, safety and transit services on Lake City Way NE between I-5 and NE 145th, the project is led by SDOT in partnership with Seattle Public Utilities, the Washington State Department of Transportation and King County Metro Transit.

The Alaskan Way Viaduct replacement team started developing the construction schedule that will also help refine the structure's Emergency Closure Plan. The team has drafted options for staging the construction and mitigating traffic impacts to keep downtown open and moving.

SDOT's Pay Station program was singled out for an Award of Merit from the International Parking Institute. The award recognizes SDOT's success implementing the first large-scale, real-time, solar-powered, wireless credit card authorization for on-street parking in North America.

Kudos to our Collision Recovery Unit in Traffic Management and Traffic Signals for collecting nearly twice the amount of money in 2004 as secured in 2003 for damages and cleanup of City Streets. This accomplishment was a team effort and is representative of SDOT's stepped-up efforts to increase department revenue.

Whether it's through safety improvements, construction or technology, together, we are "getting Seattle moving."

New in SDOT

Transportation Element Enhances City's Comprehensive Plan

The Mayor and Council adopted the 2004 update to the City of Seattle Comprehensive Plan. The user-friendly Transportation Element (TE) includes the addition of operations and maintenance and regional elements; the environmental element now focuses on the environmental health benefits of livable, walkable neighborhoods consistent with the urban village land use strategy. Adoption of the Transportation Strategy Plan, the actions that SDOT will take to implement the TE, is anticipated in August 2005.

SDOT Welcomes New Hires for Key Positions

With years of local, state and federal transportation experience, Alinda Page was hired to keep downtown open and moving during upcoming transportation construction. Page will serve as a liaison between the agencies constructing projects, their contractors, and the community to ensure that projects adhere to their schedules and established mitigation is implemented and monitored for success.

Joe Bell took the reigns as Director of Urban Forestry and Street Use. Bell has more than 25 years of experience in managing large, technical projects making him a natural to enhance the development of our Right-of-Way Management Program which will reduce disruptions on streets and sidewalks, increase efficiencies of doing business with government and make it easier to get around.

Street Use Streamlines Job Start Notification Process

To streamline the job start process by giving customers one point of contact, Street Use set up an email address and phone number so that utility companies, city agencies and outside vendors can now easily notify the department of their job starts. The notice then triggers a request for a street use inspector to examine the work.

Pay Station Program Receives Award

SDOT's Pay Station Program received an Award of Merit from the International Parking Institute. The award recognizes the success of the first large-scale application in North America of on-street parking payment using real-time, solar-powered, wireless credit card authorization.

SDOT Recovers Record Amount of Money

The Collision Recovery Unit in Traffic Management and the Traffic Signals staff collected nearly $200,000 in 2004, almost twice the amount collected in 2003 for the cost of damages and clean-up on the City's streets and right of way. This achievement was the result an exceptional team effort.

By the Numbers

Please Note: Information extracted from reports available as of 03/31/05. Figures may fluctuate from quarter to quarter due to weather and the seasonal nature and cost of the work at the time.

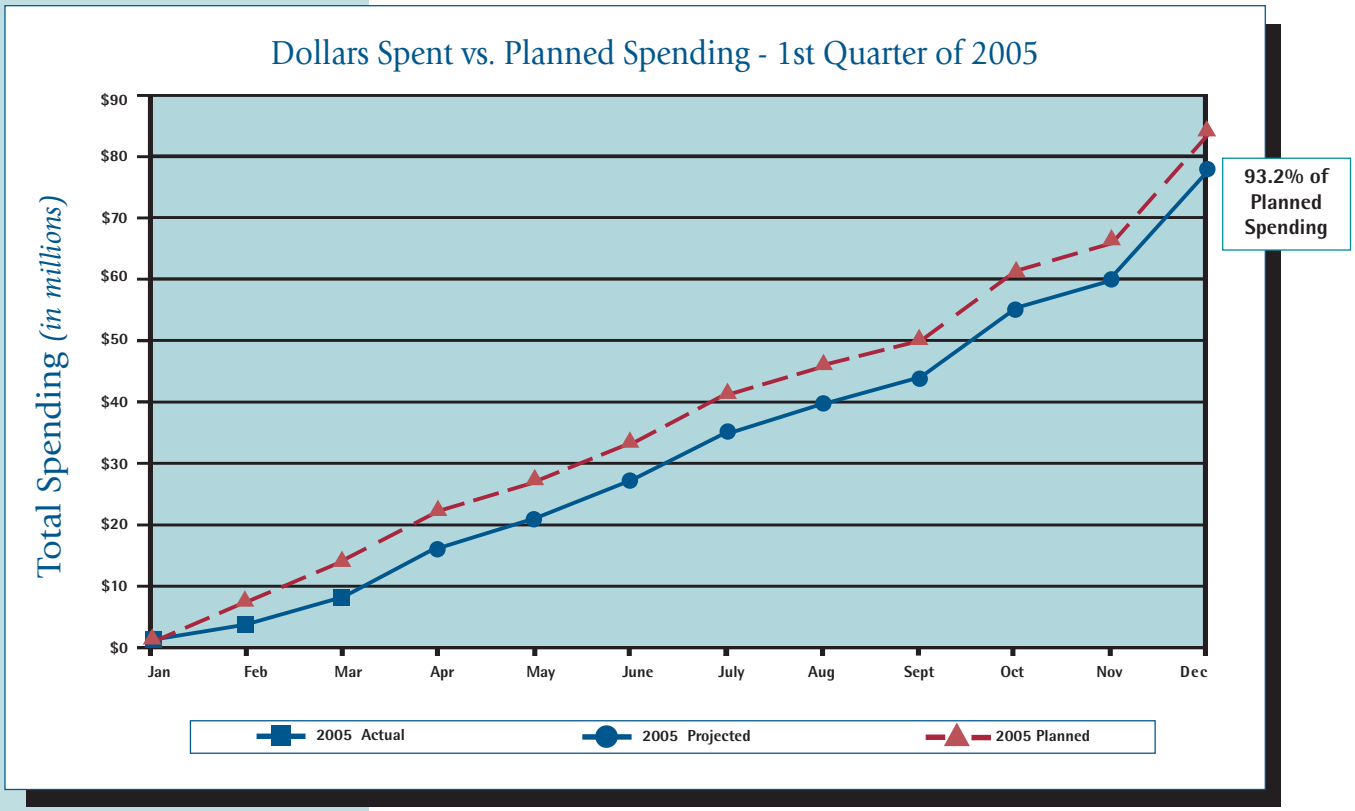
	1st QTR	YTD
Areaways repaired or historically restored	0	0
Bike maps issued	5,504	5,504
Bike racks installed	12	12
Bike lanes created	0	0
Bridge repairs completed	126	126
Bridges painted	0	0
Construction/special event traffic control plans developed/approved	400	400
Crosswalks upgraded	15	15
Curb bulbs installed	0	0
Curb ramps constructed	36	36
Curb ramps retrofitted	0	0
Lane miles painted	114.35	114.35
Lane miles paved	1.31	1.31
New marked crosswalks installed	4	4
Pay stations installed	102	102
Pedestrian crossing improvements completed	0	0
Pedestrian lights installed	0	0
Pedestrian and bicycle spots improved	10	10
Pedestrian walkways improved	1	1
Potholes filled	16,404	16,404
SDOT public website visits	298,215	298,215
Sidewalk blocks rehabilitated	2.27	2.27
Speed humps/chicanes/others constructed	0	0
Stairways rehabilitated	22	22
Street Use permits issued*	4,974	4,974
Street trees planted	403	403
Street trees pruned	524	524
Traffic circles installed	1	1
Traffic signals optimized	33	33
Traffic signs installed	478	478
Traffic signs maintained	920	920
Grants/appropriations/authorizations received	N/A	0
Grants/appropriations/authorizations submitted for future funding	$176,100,000	$176,100,000
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	10.1	10.1
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors **	6.9	6.9

**The number includes pending permits and renewals ** Beginning this year, we are reporting separately for the two different types of WMBE utilization. In addition, dollars expended with WMBE vendors will be reported based on actual payments in the current year, whereas YE 2004 number did include some 2003 business transactions.*

2005 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2005. The graph indicates that the projects in the Transportation Capital Improvement Program (TCIP) achieved 93.2 percent of the expenditure goal.

The project breakouts on the following pages show expenditures from prior years through March 2005. The budget amounts reflect available funding for the life of the project, as published in the 2005 Adopted TCIP. The few annual programs identified separately reflect only planned 2005 budgets and costs through March 2005.



General Notes for 2005 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP. Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2005 adopted TCIP; data for the life-to-date costs are as of the end of March.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

(See pages 4 & 5)

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

Data as of March 31, 2005

Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost	
($ figures in thousands)	P=Planning D=Design C=Construction	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual
35th Avenue NE Street Improvements	**D**	25	0	1,231	1,334	12,785	1,480	14,041	2,814
5th Avenue NE Improvements	**D**	79	65	703	368	1,725	5	2,507	438
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	**P**	3,642	3,868	16,307	5,768	0	0	19,949	9,636
Arterial Asphalt & Concrete Program	**C**			450	50	6,719	-191	7,169	-141
Aurora Transit Improvements	**D**	56	99	2,757	245	3,600	0	6,413	344
Belltown/Queen Anne Connections - Thomas St.	**D**	50	33	810	114	2,063	0	2,923	147
Bridge Way North	**D**	0	0	991	347	4,163	0	5,154	347
Burke-Gilman Trail	**D**	377	377	6,093	2,115	11,930	1,297	18,400	3,789
Chief Sealth Trail	**D**	0	0	1,867	993	1,674	0	3,541	993
Downtown Seattle Bus Layover	**D**	409	41	42	0	392	0	843	41
Downtown Seattle Transit Tunnel Closure Mitigation	**D**	38	66	833	1,311	4,331	565	5,202	1,942
Duwamish Intelligent Transportation System	**C**	851	0	686	1,555	3,512	1,054	5,049	2,609
Fremont Bridge Approaches	**D**	782	782	5,518	5,338	28,800	0	35,100	6,120
Greenwood Avenue North	**D**	0	0	724	0	3,619	0	4,343	0
Intelligent Transportation Systems (ITS) Plan Implementation	**C**	43	32	400	0	4,842	405	5,285	437
Interurban Trail North	**D**	158	158	325	459	910	0	1,393	617
Lake City Way NE Multi-Modal	**C**	709	709	1,733	2,192	10,762	3,317	13,204	6,218

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

Data as of March 31, 2005

Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost	
($ figures in thousands)		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual
Lake Union Ship Canal Trail - Phase II	P **D** C	166	166	2,137	1,834	3,010	0	5,313	2,000
Magnolia Bridge Replacement Project	**P** D C	1,699	1,699	18,294	1,805	100,000	0	119,993	3,504
Mercer Corridor Project	P **D** C	2,135	1,382	32,401	7,374	65,428	0	99,964	8,757
Monorail Implementation Plan	**P** D C	1,753	123	0	0	0	0	1,753	123
Mountains to Sound Greenway Trail	P **D** C	0	0	1,337	26	3,995	0	5,332	26
North Queen Anne Drive Bridge Seismic	P D **C**	50	50	329	411	1,305	1,054	1,684	1,515
Parking Pay Stations	P D **C**	0	0	0	0	10,313	3,933	10,313	3,933
Phinney Avenue N/ Fremont Avenue N/ N 50th Street Improvements	P D **C**	23	23	678	741	3,549	265	4,250	1,029
South Henderson Street Improvements	P **D** C	0	0	222	149	1,230	0	1,452	149
South Jackson Arterial Improvement Program	P D **C**	15	15	296	297	1,787	0	2,098	312
South Lake Union Street Car	P **D** C	295	588	5,705	558	39,000	0	45,000	1,146
Spokane Street Viaduct	P **D** C	0	0	9,369	8,110	126,050	16,310	135,419	24,420
SR 519 Surface Street Improvements	P D **C**	50	50	4,107	4,571	11,879	661	16,036	5,282
SR 520 Project (Trans-Lake Washington)	**P** D C	808	76	0	166	0	0	808	242

* *The 1st quarter of 2005 there were no special circumstances, thus the comments section has not been included.*

Major Projects Update

Alaskan Way Viaduct/Seawall Project

Planning | **Design** | Construction

In the first quarter, the design team continued design and traffic work for the preferred tunnel alternative. The team has also begun outlining a Draft Supplemental Environmental Impact Statement, which will address how the project could be built (construction sequencing), transportation management options during construction, improvements to Aurora Avenue north of the Battery Street Tunnel, and the Steinbrueck Park lid.

SDOT also made additions to the Emergency Closure Plan that will go into effect should the Viaduct be forced to close before construction begins. Work continues on the Construction Transportation Management Plan, which is being designed to meet the challenge of maintaining access and mobility for people and goods during construction.

Planning is being finalized for extensive public participation opportunities during the rest of 2005 to address the many issues presented by this project.

Central Link Light Rail

Planning | Design | **Construction**

In the first quarter, Sound Transit awarded the last major construction contracts for the initial 14-mile light rail line from downtown Seattle to South 154th Street in Tukwila, to be completed in mid-2009. Sound Transit also reached agreement with the Port of Seattle on a strategy to complete the final link to SeaTac Airport for operation by December 2009, before the Vancouver Olympics. Construction throughout the City of Seattle continued at a high level - on Pine Street downtown, in south downtown, on Beacon Hill, and in the Rainier Valley. The City also began construction on a series of downtown street improvements to keep downtown open and moving during the closure of the downtown Seattle transit tunnel for the light rail conversion that starts in September and may last up to two years.

Fremont Bridge

Planning | Design | **Construction**

During the first quarter of 2005, the 100 percent design for the approach replacement and the mechanical and electrical work was submitted to SDOT by the consultant team, the plans, specifications and estimate were reviewed by SDOT and other major stakeholders, and final comments were returned to the consultant. Also, the design scope and budget were processed for the next phase of design work on the bridge operations and maintenance shop to bring the plans from 30 percent to final bid documents. Property acquisition and negotiations were finalized and environmental and design commission approvals were obtained. We anticipate a July 2005 start date for construction of the approach and mechanical and electrical work.

Magnolia Bridge Replacement

Planning | Design | Construction

SDOT continued work on the Draft Environmental Impact Statement (DEIS) for replacing the bridge. The project consultants revised the environmental discipline reports to respond to comments by the Washington State Department of Transportation and the Federal Highway Administration. Eleven out of 14 reports have been approved with approval of the remaining three expected soon. The Project Team developed information on the Rehabilitation Option to determine its viability for consideration in the EIS. Once all the reports receive approval and a decision on the Rehabilitation Option is made, assembly and printing of the DEIS can proceed. The approval process is taking longer than planned, moving publication of the DEIS from June to November of 2005.

Mercer Corridor Project

Planning | **Design** | Construction

SDOT is completing an Environmental Assessment (EA) under federal guidelines for the Two-Way Mercer Boulevard with a Narrow Valley Street Alternative. In the first quarter, the project team updated the travel demand forecasts for years 2010 and 2030. This will be the basis for the traffic analysis and other environmental analyses. SDOT will be hosting two community design workshops in the second quarter, and presenting design recommendations at a public open house in the summer. The EA will be published early in 2006 and will serve as the foundation for environmental documentation under state regulations.

Monorail

Planning | Design | Construction

The City continued to coordinate with the Seattle Monorail Project as they negotiate a design-build contract for the 14-mile Monorail project. The City will provide design review, permitting and construction coordination services for the project and will facilitate coordination between the Monorail, Metro and Sound Transit to create excellent transit connections.

(Major Projects Map on page 7)

Major Projects Update

North Link Light Rail

Planning | Design | Construction

The extension of light rail service to the north continues to be studied by City and Sound Transit staff. The next significant milestone is the Sound Transit Board's decisions in mid-2005 on the alignment, stations and financing strategy.

South Lake Union Street Car

Planning | **Design** | Construction

During the 1st quarter, the project team completed design and preliminary engineering to the 30 percent level and prepared environmental documentation. Two public open houses were held and feedback about the project design was positive. The Street Car will provide local transit service to nearby communities and downtown, connect to the regional transit system, encourage economic development, and help create vibrant neighborhoods.

Spokane Viaduct Widening

Planning | **Design** | Construction

Preliminary design has begun on the eastbound 4th Avenue off-ramp – the latest addition to the project. The purpose of this 15 percent design effort is to prepare a basic lay-out of the new ramp and identify any fatal flaws of this proposal. The effort is expected to take approximately four months. Work to update and complete the environmental documentation for all the phases of this project has also begun. The scope for completing the design of Phases 1 and 2 has been finalized, with nine months of design work beginning in May.

SR-519 Surface Street Improvements

Planning | Design | **Construction**

After some unexpected delays, the project construction got underway in February. SDOT worked out a Temporary Construction Easement (TCE) with the Port of Seattle (POS) to address access needs required by the Contractor. The soil sampling was completed with no hazardous materials detected. Trenching began preparatory to laying conduit for the new ferry queuing system. A temporary security fence was installed along the west side of Alaskan Way, on POS property, to facilitate the construction of the new BNSF Railroad Spur Track. Community out reach by the project design team was quite successful in advising the public of the up-coming impacts to on-street parking. This effort will continue with the regular posting of information updating progress on the project.

SR-520

Planning | Design | Construction

Significant developments occurred on the SR-520 project during the first quarter. As the Environmental Impact Statement (EIS) process has progressed, the project has received more exposure and the City's issues have received more attention. Most significantly, the Draft EIS (DEIS), that was originally scheduled for release in June, will now be released in December of 2005. This allows WSDOT to address emerging ideas and concerns about the project. One issue is the high-level bridge concept developed by Montlake residents that a multi-agency team is investigating. Citizens organized a meeting to send the message to City officials that they want the project redesigned to address the project's size, traffic impacts, failure to address the Montlake drawbridge bottleneck and lack of a connection to the University of Washington Link station. Seven council members and the Deputy Mayor attended this meeting which drew over 300 citizens. In addition, the City Council Committee of the Whole received an update on the project from WSDOT and SDOT staff. Finally, Governor Gregoire toured the facility and met with the SR-520 Executive Committee, where she announced that from a safety standpoint replacing the bridge is a priority .

I-90 Two-Way Transit & HOV Operations

Planning | Design | Construction

Sound Transit and WSDOT began final design for the first construction segment with a target to start by early 2006. The first segment will include a westbound High Occupancy Vehicle (HOV) lane in the outer roadway between Bellevue Way and Mercer Island, with direct access ramps at Bellevue Way and 80th Avenue SE. By the end of the quarter, as part of its Long Range Plan update process, Sound Transit completed the I-90 Corridor/East King County High Capacity Transit Analysis. The report concludes that no single technology works best for the entire future east King county and cross-lake high capacity transit network and suggests a high priority for constructing light rail between downtown Seattle, south Bellevue, and downtown Bellevue as a next light rail segment.

2005 Major Projects Map

1. Alaskan Way Viaduct & Seawall
2. Fremont Bridge
3. North Link Light Rail
4. Magnolia Bridge
5. Mercer Corridor
6. Monorail
7. Link Light Rail
8. South Lake Union Streetcar
9. Spokane Street Viaduct Widening
10. SR-519
11. SR-520
12. I-90

Greg Nickels, Mayor